



## **CITY COUNCIL SUPPLEMENTAL MEMORANDUM**

MEETING DATE: JULY 6, 2010

**SUBJECT: REVIEW OF PLANNING APPLICATION PA-09-18: MASTER PLAN FOR A MIXED USE, 53-UNIT, 4-STORY, SENIOR HOUSING AND 4,980 SQ. FT. RETAIL COMMERCIAL PROJECT AT 845 BAKER STREET**

**DATE: JULY 1, 2010**

**FOR FURTHER INFORMATION CONTACT: MEL LEE, SENIOR PLANNER  
(714) 754-5611 (mlee@ci.costa-mesa.ca.us)**

The following information has been provided in response to Mayor Pro Tem Leece's questions regarding the proposed senior housing project being reviewed by the City Council on July 6, 2010.

Question:

Please explain the how the residents were notified of the Planning Commission hearing for the proposed project.

Response:

The original public hearing notice was mailed for this project, 10 days in advance of the June 14<sup>th</sup> Planning Commission meeting, which included the date, place, and project description. The only information that was inadvertently excluded was the start time of 6:00 p.m. Staff confirmed that the sign notice posted on the property and published in the newspaper included the 6:00 p.m. time as well as other pertinent information. When this was brought to the staff's attention, a revised post card was mailed out on Friday, June 11<sup>th</sup>, three days in advance of the meeting. This was considered adequate public noticing for this project.

Question:

How many handicapped parking spots are planned for this project?

Response:

The proposed project provides two handicapped parking spaces, which complies with the minimum number of handicapped spaces required per Code.

Question:

How was the overall number of required parking spaces determined for this project?

3000 100 - 5 10 0 11

1000 1000 1000

Response:

For the retail component, a parking ratio of 4 spaces per 1,000 square feet of floor area was applied, which equates to a minimum of 19 spaces (21 spaces are provided). For the senior apartment component, a ratio of .75 spaces for every unit was applied, which equates to a minimum of 40 spaces (45 spaces provided). With the two handicapped spaces, this accounts for the 68 total parking spaces provided for the project.

The Zoning Code does not stipulate a parking requirement for senior apartments. The .75 spaces per unit requirement were derived from similar senior apartment facilities operated by the applicant as well as similar developments in surrounding cities. Additionally, Council Policy 500-5 requires for single room occupancy (SRO) residential hotels .5 parking spaces for every unit.

Question:

What would be the process to install the lighted/flashing signals in the roadway? Who would pay for that? Could the developer pay for it? Could we get funding?

Response:

Transportation Services reviewed the issue and determined that an "unprotected" mid-block crossing on Baker Street would be too hazardous to pedestrians due to speed and high traffic volume of the street. Addition of lights to crosswalk may not make crossing the street safer as the lights are simply a warning, do not require vehicles to stop, and thus may result in a greater level of hazard as it gives pedestrians a false sense of security. A more detailed analysis of this issue by Transportation Services staff is attached to this report for reference. A simpler alternative may be adding a condition of approval requiring the installation of on-site signage reminding residents that pedestrians should cross Baker Street only at signalized intersections.

Question:

Where would the residents of the new project catch the bus going the other direction?

Response:

There is currently a bus stop (for westbound trips) located at the corner of Jeffrey Drive and Baker Street, directly across from the project site. However, this is not a signalized intersection and as noted above, an unprotected mid-block crossing at this location would be hazardous to pedestrians. A map showing the location of the bus stops, traffic signals, and signalized intersections closest to the project site is attached to this memo. As shown, there is a westbound OCTA bus stop located at the northwest corner of Baker Street and Bear Street, which is a signalized intersection. It is approximately .25 miles from the project site. Additionally, a condition of approval may be added requiring the operator of the senior facility to inform future residents of the west bound bus stop locations and the safest route to access it.

Question:

What are the residents being told about noise? Is there something in their rental agreement?

Response:

Condition of Approval #14 requires advance notification regarding the existing noise environment, as follows:

"Prior to signing the lease agreements, prospective tenants shall receive written notice of the then-existing traffic and noise environment and noise associated with Shark Club operations. The tenant notice shall also indicate that the site is located above commercial uses and is also in close proximity to light industrial uses and a nightclub uses. Therefore, residents may experience additional noise levels compared to a typical residential neighborhood due to operation of these various types of businesses. Prospective tenants must sign a form to acknowledge that they have read and understand the existing neighborhood conditions. This form shall be kept on file by the facility operator."

Question:

In addition to seniors, will there be the other residents living there--are they handicapped?

Response:

With exception of the manager's unit, the apartments are age-restricted to seniors aged 55 years or older. Although the project is designed for active seniors, the residents may include seniors who are handicapped.

Question:

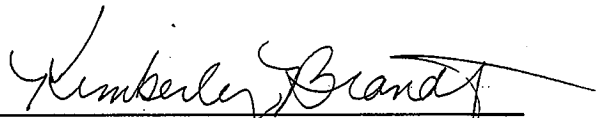
Is this going to be open to sex offenders residing at this facility?

Response:

According to the applicant, residents are pre-screened and residents with criminal records, substance abuse problems, etc. will be not accepted into this development.



MEL LEE, AICP  
Senior Planner



KIMBERLY BRANDT, AICP  
Development Svs. Director

Attachments:      1. Area Map  
                         2. Memo From Transportation Services Regarding Mid-Crossing at Baker Street

Distribution: City Manager  
                 Asst. City Manager  
                 City Attorney  
                 Acting Asst. Dev. Svs. Director  
                 Public Services Director  
                 Transportation Services Manager

City Clerk (2)  
Staff (4)  
Planning Staff (8)  
File (2)

Eric A. Nelson  
1234 E. 17<sup>th</sup> Street  
Santa Ana, CA 92701

Jan R. Hochhauser, AIA  
Hochhauser Blatter Architecture + Planning  
122 E. Arrellaga Street  
Santa Barbara, CA 93101

Arthur M. May, AIA  
Senior Vice President  
USA Properties Fund  
2440 Professional Drive  
Roseville, CA 95661-7773

Larry McElwain  
Architectural Development Manager  
USA Properties Fund  
2440 Professional Drive  
Roseville, CA 95661-7773

Michelle Keldorf  
USA Properties Fund  
3950 Paramount Blvd., Suite 101  
Lakewood, CA 90712

Peter Buffa  
2824 Nevis Circle  
Costa Mesa, CA 92626

File: 070610PA0918SuppMemo	Date: 070110	Time: 3:00 p.m.
----------------------------	--------------	-----------------



**PATH OF TRAVEL FROM SITE  
TO WEST BOUND BUS STOP (.25 MILES)**

**OCTA BUS STOPS  
(WEST BOUND)**

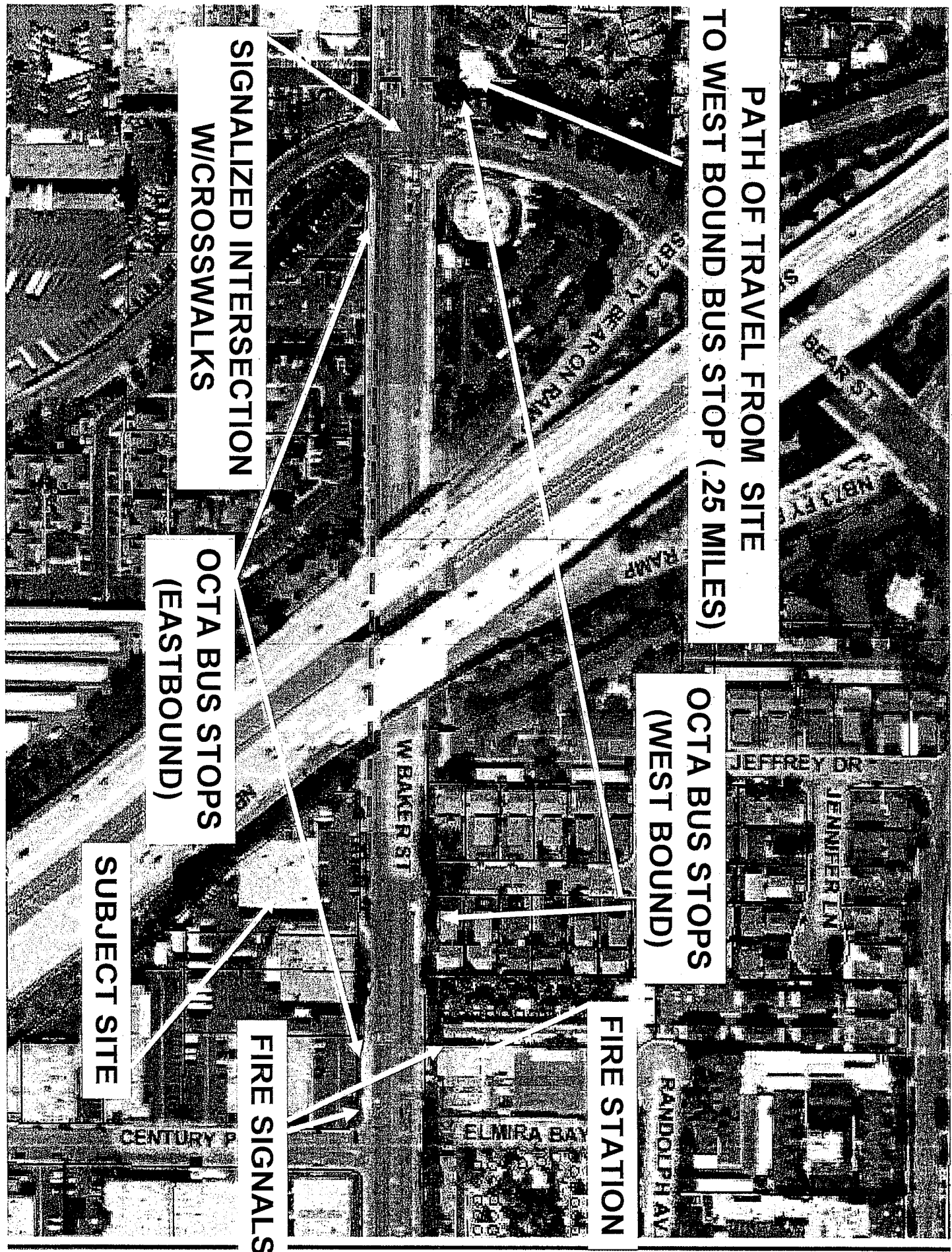
**FIRE STATION**

**SIGNALIZED INTERSECTION  
W/CROSSWALKS**

**OCTA BUS STOPS  
(EASTBOUND)**

**SUBJECT SITE**

**FIRE SIGNALS**



**CITY OF COSTA MESA**  
**Public Services Department**  
**INTER OFFICE MEMORANDUM**

**TO:** THE HONORABLE CITY COUNCIL

**FROM:** PETER NAGHAVI, DIRECTOR  
DEPARTMENT OF PUBLIC SERVICES



**DATE:** JUNE 30, 2010

**SUBJECT:** BAKER STREET – MID BLOCK FLASHING CROSSWALKS

---

The City Council, at their July 6, 2010, regular meeting, will consider approval of "Harper's Pointe," a mixed-use development at 845 Baker Street (south side). The City received correspondence from Ms. Margaret Thibodeau, President of Knowlton Home Owners Association, located at 810 Baker Street (north side), requesting a mid-block crosswalk with embedded flashing lights across Baker Street at Jeffrey Drive for transit access for potential users of the proposed mixed-use development.

Baker Street is classified as a six-lane Major Arterial in the City's Master Plan of Arterial Highways (MPAH), between Bear Street and Red Hill Avenue. At present, Bear Street is striped with two travel lanes in each direction and a two-way left-turn lane. The outside through lanes are wide due to the availability of additional right-of-way. Baker Street currently carries approximately 25,000 vehicles per day in the vicinity of Randolph Avenue. The 85<sup>th</sup> percentile speed, which is typically used to set posted speed-limits representing the maximum speed of 85 percent of vehicles, is 43 miles per hour. The actual posted speed limit on Baker Street is 40 miles per hour. A review of the accident history on Baker Street indicates a total of 10 mid-block accidents between Bear Street and Randolph Avenue over the past three years. The accidents were predominately rear-end or broadside type, with seven of them resulting in injuries to one or more persons. Two accidents involved either a bicyclist or a pedestrian.

The concerns that have been articulated by Ms. Thibodeau in her request for crosswalks include heavy volume and high speed of traffic during peak hours. Staff has reviewed concerns expressed by Ms. Thibodeau; however, due to the designation of Baker Street as a major thoroughfare, as well as other factors considering pedestrian safety issues, staff does not recommend installation of an "unprotected" crosswalk at this location. A lighted crosswalk does not offer significant protection for pedestrians as it relies on driver behavior to "yield to pedestrians" when lights flash. The visibility of crosswalks is more apparent to pedestrians than to motorists, and this may lead to a potential false sense of security. In addition, the location of the proposed crosswalk close to the SR-73 Freeway overcrossing creates visibility issues to motorists as well as pedestrians, especially during night times.

Staff has reviewed transit access for the residents of the proposed project and potential need to cross Baker Street. In the eastbound direction, the nearest bus stop is at Century Place. In the westbound direction, there is a bus stop across from 845 Baker Street. The other bus stops are at Randolph

Avenue and Bear Street. The bus stop at Bear Street can be accessed by crossing at the signalized intersection on Baker Street at Bear Street. The total distance from the Bear Street bus stop to 845 Baker Street is approximately 1,500 feet. This ¼ mile distance is generally considered an acceptable walking distance for transit access.

At City Council direction, staff could consider other options for the installation of a **protected** crossing of Baker Street in the vicinity of 845 Baker Street. One possible location could be at the existing Fire Station signal, approximately 300 feet east of 845 Baker Street. This signal controls Baker Street traffic for Fire Department access, and could potentially be modified to allow pedestrian crossing using a pedestrian-activated push button to stop vehicular traffic on Baker Street. Staff could work with Fire Department staff to develop plans for both fire emergency access, as well as a safe and protected pedestrian crossing if directed by the City Council. This option would require funding estimated at approximately \$100,000. For comparison purposes, an unprotected crosswalk with embedded flashing lights costs approximately \$70,000.

If you have any questions on the above information, please feel free to contact me at extension 5182, or Raja Sethuraman, Transportation Services Manager, at extension 5032.

/ch

c     Allan Roeder, City Manager  
       Kimberly Brandt, Director, Development Services Department  
       Raja Sethuraman, Manager, Transportation Services  
       David Cho, Assistant Engineer